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If our friends who favor us with manuscripts fo wien to have rejected articles returned they sust in all cases send stamps for that purpose

Cuba's Anniversary.

On this day five years ago the United states placed in the hands of the Cuban ople the government and control of heir own affairs. For a time the infant republic throve about as well as infant epublics are wont to do, and gave encouraging signs of its permanent estabsehment.

It has been the custom of THE SUN to otice Cuba's birthday from year to year, comment on the island's condition and progress, and to extend such congratuations as seemed appropriate. The history of the Cuban republic is told in these excerpts from our annual comments:

"A year old and doing quite as well as could be expected. Her record for the first year presents nuch that is deserving of commendation and little that justifies critcism."

An excellent showing for a two-year-old whose continued existence as a nation for even that short pace was doubted by many Americans when the sland started in business on its own account."

" For three years la bandera Cubana has waved over a land where law and order have prevailed and ndustry has found its reward in ever increasing prosperity. Never before in her history were he pecis so bright; never before was her condilon so sound."

* Industrially Cuba's four years of independence have been notable. Financially the Island has resented a remarkable record. From a political oint of view the experience of the country is open eriticism. The charge is made that the only real ifference between the present system and that of re-revolution days is that control is in the hands of Cubans instead of in the hands of Spaniards,"

So runs the history of an experiment in self-government. Four months later the country went into political bankruptey and the United States once more assumed the receivership. Industrial ectivity, financial prosperity and the eseem of the world were subordinated to prrupt political schemes by self-seeking liticians. The restoration of the State thus forfeited depends entirely upon the sttitude taken and the course pursued by the people of the island. It is for them lo farnish a reasonable assurance of te proper administration

American Cotton Should Be Manue factured at Home.

In the convention of the American Cot ton Manufacturers' Association, which ended its session at Philadelphia on May interesting speeches were made by Vice-President FAIRBANKS and ex-Senatext of the speeches was the regrettable fact that while we produce three-fourths of all the raw cotton of the world we send two-thirds of it abroad, whence a considerable part of it returns in a manufactured form to this side of the Atlantic. At present we manufacture for domestic consumption and for export only the coarser and cheaper fabrics, while we ourselves import the finer qualities of cotton goods for our own use. At present the best customer for our manufactured cottons is China, yet even there we supply only an insignificant percentage of the quantity needed by four hundred million human beings.

Why is it that we are so backward in cotton manufacture, as compared with countries that have to depend mainly upon us for supplies of the raw material? It is commonly assumed that American cotton manufacturers possess an advantage over their foreign competitors, not only by reason of the fact that they produce most of the raw material, but also because our people evince more ingenuity in the invention of labor saving and product increasing machinery. So far s cotton fabrics are concerned, we are at the present time behind Great Britain in the application of improved machinery and of the best methods of obtaining the largest output of finished product with the least expenditure of energy. Then again, Germany surpasses us in the appli-

eation of dves. There is another cause for our infeiority in respect of the production of high class cotton fabrics. It was pointed out at Philadelphia that the cotton mills of the Southern States have failed to reap an adequate profit from their proximity to the raw material on account of the serious difficulty of procuring capable workmen in sufficient numbers. There eems to be no prospect of overcoming this drawback except through immigration, and immigration, though it is encouraged by Southern manufacturers, is by no means welcomed by all producers of the raw material. For example, the Farmers' Union of Georgia recently declared itself opposed to the immigration of foreigners, on the ground that by accepting lower wages they would drive the native Georgians out of the cotton mills, and that the more the output of our domestic cotton manufactures should be increased the greater would be the demand for the production of the raw staple, and in proportion as the area under cotton should be expanded the

price of the crop would be lowered. We need not say that a political economist would draw from the premises an opposite deduction. Ex-Senator McLau-RIN, who spoke as an expert, recalled the fact that when the Southern planter was starving on five cent cotton the cotton manufacturing trade was as unprofitable as it well could be and survive. He From the "Services of Crows" a few

country was to manufacture our raw option at home and send it abroad in the form of the finished article. To that end, he said, it is indispensable that the mills should come to the cotton. They are already coming, he added; and he predicted that within the next half century the Southern States would enjoy as complete a monopoly of the cotton manufacturing industry of the world as they now do in the production of the raw material. Then, instead of ten cents for raw cotton, the inhabitants of the South will draw from the rest of mankind thirty, forty or fifty cents a pound for the finshed product, thus making their section of the Union rich beyond their wildest

dreams. Vice-President FAIRBANES, who followed ex-Senator McLaurin, advised the American cotton manufacturers, instead of confining their exports mainly to the extreme Orient, where as regards the coarser fabrics they are certain soon to be confronted with a formidable rival in Japan, to seek by concerted efforts a market in Latin America. He recognized the great public service rendered by Secretary ROOT in forcibly directing the attention of American manufacturers to South America as an outlet for their products.

A Doubtful Scheme

There is a good deal of activity in connection with proposals that the Federal Government undertake the reclamation by drainage of some 50,000,000 acres of swamp lands. It is urged that if it is good business for the nation to reclaim large areas of arid land by carrying water to them it is equally good business to reclaim swamp lands by taking the water away from them. The argument is plausible, but it does not work out.

The general merit of an enterprise which would add 50,000,000 acres to our present expanse of farm land is unquestionable. We are not suffering from the lack of it to-day, but it is only a question of a few years before it will be wanted and needed. There is, however, a marked difference between our present irrigation enterprises and the proposed drainage schemes. The Federal Government is irrigating millions of acres of public land by a temporary use of public funds derived from the sale of public lands. The nation is improving its own property in a manner that involves no cost to the public. A very large percentage of the swamp lands of the country are the property of individual States or of private individuals. If the present owners will deed these now worthless properties to the Federal Government, or if the swamps could become national property by the payment of some reasonable price, the argument for drainage under Federal

auspices would command attention. It is both proper and wise for the Government to reclaim by irrigation, to improve by forestation or to convert into vast parks any areas which are the property of the nation. The argument that the nation should or that it may improve State lands or private lands by drainage systems would find a parallel in proposals that the Federal authorities fertilize lands of like ownership for the purpose of making them more productive than they are now.

Side Lines to Life Saving.

In 1905-06 there were 848 marine disasters within the territory covered by the United States Life Saving Service, in which 5,320 persons were involved, of for McLaurin of South Carolina. The whom forty-nine were lost. The property endangered was valued at \$15,041,140. and the money losses amounted to \$2,-775,040. In 591 cases vessels valued at \$7,966,450 were saved under conditions which but for the assistance rendered would have resulted in total losses. That the life eaving crews attended to their regular business with skill and devotion these statistics make apparent. That they did not confine themselves strictly to the duties for which they were organized originally, and that they were not slow to give aid wherever they could, the "Letters Acknowledging the Services of Life Saving Crews," printed in the annual report for the year prove. Here is a sample from a citizen of West Tis-

bury, Mass .: " A little incident in connection with the United States life saving station at Gay Head moves me to write you these few lines. Recently a sisterin-law of mine passed away. I wanted to send to her busband's brother, who lives on No Man's Land. to inform him of her death. My only hope to send him word was in the good offices of the life saving station at Gay Head. For the time being there was no other means of communication with the island. When I applied to Captain ALBERT S. CABOON, I found him to be just the right man to kindly and courteously help me out in my predica ment. He took the sad message to the deceased's brother in law on No-Man's Land. Had it not been for this kindness he would have been unable to attend the funeral. Therefore I take this opportunity to express my heartfelt appreciation of the Gay Head life saving station as a useful institution; and of the services of Captain Cartoon as an oblig ing Government official."

The services of the life savers at the time of the San Francisco earthquake and fire called out two letters of approval. This was sent by the municipal

Fire Commissioners: The attention of this board having been di rected to the valuable services rendered this department by yourself and men under your charge during the recent great conflagration here in kindly volunteering and giving your aid to this department in its almost hopeless battle with the flames on that occasion, we take this opportunity of expressing to you, and through you to the men under your charge, our most sincere thanks, and to assure you that the services in question were greatly appreciated."

Fire Marshal CHARLES TOWE said the same thing at greater length. From Nome, Alaska, came this acknowledgment of rescue from a threatened disaster not caused by the sea:

"The Miners' and Merchants' Bank desire to express their gratitude to your department for the valuable work done by Keeper Thomas A. Ross and the entire crew of the live saving station at this

" On the morning of April 16 last a fire started in the assay office connected with this institution. and had it not been for the fortunate presence in the vicinity of the crew of the Nome life saving station a serious conflagration might have resulted. As it was, by their timely work the danger was merely nominal and the fire extinguished without the aid | carrying employed nothing. Uncle of the fire department, which, however, was called | ISAAC, having made his pile out of to the scene."

insisted that what was needed in this extracts show the variety of emergencies in which the surfmen showed their usefulness on shore as well as on the water:

" A forest fire was discovered on the north side of White Lake and rapidly working toward several cottages in the vicinity. The station crew quickly proceeded to the place with fire buckets, and in a short time had the confiagration under control."

" The keeper learning that a man was seriously ill and unable to obtain temporary relief, visited him at his cottage, administered to his wants, and cared for him until he was out of danger."

"An automobile having run into the surf. the keeper and his crew, with the aid of a horse, hauled it up on shore, where the owner took charge of it."

" The life saving crew manned the surfboat and pulled to an outward bound steamer and brought ashore two watchmen of the immigration service Later a similar service was rendered."

" A runsway horse hitched to a bus dashed into the surf, but was recovered by the north patrol, who turned the team over to the owner."

"The keeper upon learning that a hunter was suffering from exposure and exhaustion in a marsh two and a half miles south of the station, sent a team in charge of two surfmen, who conveyed him to his home."

"Two men, while on the beach hunting, were caught in the severe storm and unable to return home. The keeper took them to the station and furnished to them shelter, food and dry clothing from the stores of the Women's National Relief Association."

" A man having run a mail through his hand, came to the station and requested medical assistance. The keeper dressed the wound, after which the man proceeded to his home."

" A man, having become ill on the beach was re moved to his home by a surfman and received medical attendance until out of danger."

"An intoxicated man becoming violent on the beach, and the keeper, fearing he might do himself bodily harm, notified the police, who took the man

" An intericated man walking near the station and in danger of falling into the river was cared for by the surfmen and sent to his home."

"A number of women and children were sheltered at the station while being vaccinated by the army surgeon."

The letters received by the officers of the service almost invariably speak of the kindness, courtesy and high consideration shown by the life savers for all to whom they give aid. They have virtues other than the bravery and selfsacrifice they always display in time of storm on the sea.

Did King Edward Influence the Czar?

According to a telegram from Switzerland the Journal de Genève, which is generally believed to have succeeded the defunct Belgian newspaper Le Nord as a semi-official organ of the Russian Ministry for Foreign Affairs, attributes the continued existence of the Duma to the direct intervention not only of Premier BANNERMAN but of King EDWARD himself. It is a fact that just before the adjournment of the Russian national assembly for the Easter recess a despatch from Tsarskoe-Selo announced that a decree dissolving the body had actually been drawn up and only awaited the Czar's signature. That signature has not been attached, and moreover, since the reconvening of the chamber some progress has been made toward fruitful cooperation on the part of Constitutional Democrats, who as yet control the Duma, with the Stolypin Cabinet. On the face of things some exterior influence seems to have interposed.

We pointed out some time ago that Britain's Liberal Government must be both desirous and able to avert the abolition of representative institutions in Russia. It must be desirous, because the establishment of a cordial understanding with the great northern empire would have two valuable results for the United Kingdom. It would relieve the last named Power from the disagreeable necessity of turning to account the Anglo-Japanese treaty by invoking Japan's aid in the defence of India. There s reason to fear that by such an appeal British prestige would be gravely impaired in the eyes of all the racial factors of India's population. Then again, if Russia should become hostile to Great Britain the latter might find it extremely difficult to preserve her present entente cordiale with Russia's French ally. Strong, however, as are the motives for entering into close relations with the St Petersburg Government, British public opinion would not tolerate the conclusion of a friendly compact with a sovereign who should have violated his solemnly plighted word to give his people a considerable instalment of representative self-rule. That is to say, had the Duma been dissolved without a better pretext than any hitherto afforded, Premier BANNERMAN would have felt constrained to abandon the negotiations for an Anglo-Russian treaty.

Even more obviously is it the interest of NICHOLAS II, to heed a remonstrance emanating from the present British Government. He must be aware that very little more money is procurable by him from France in the shape of a loan, and that even this little would be withheld should the St. Petersburg Government give offence to Great Britain, which is now looked upon in Paris as a trustworthy friend. Moreover, for one additional franc obtainable in France a pound sterling could be borrowed in England if that country should enter upon relations of intimate amity with the Czar. In view of these facts it would be difficult to exaggerate the influence which King EDWARD VII. and Premier BANNERMAN might now exert at Tsarskoe-Selo.

Wisconsin's New Senator.

ISAAC STEPHENSON, the grand old man of Marinette, who has been elected United States Senator in Wisconsin by the loan of two votes controlled by Lieutenant-Governor CONNOR, another candidate. is a reformer after the heart of Tom JOHNSON of Ohio. Mr. JOHNSON, having made a fortune out of street railroads started a propaganda to reduce fares to three cents, with the ultimate object of

fumber, proposes: "Prompt and thorough revision of all

Bravo for Uncle ISAAC! But he should understand that one of the first duties to go or be out down would be the impost on lumber.

Uncle Isaac is also for a Federal tax of incomes. That is handsome of him, because he is deep in canals, steamboats, mills, lands and cattle, as well as crude lumber, and is rated at \$19,000,000. But won't the Constitution have to be amended before the Federal Government can tax the income of those millions?

Uncle ISAAC is also for the election of United States Senators by direct vote of the people. As he has declared for the accommodating CONNOR for the long term Senatorship, and therefore will not be a candidate himself, and moreover, as he could not probably be elected by the people, this reform impulse of Uncle ISAAC is natural if not handsome of him. A patron and protégé of ROBERT MARION LA FOLLETTE could advocate nothing

Mr. STEPHENSON will be an interesting addition to the Elder Statesmen in the Senate. By all accounts he is spryer than Senator MORGAN or Senator PETTUS, and a better business man than either. His services as a tariff expert on lumber and its products should be invaluable if Congress gets round to the tariff during his two years of industry, and being a Canadian by birth he ought to be able to give Senator Longs some points on reciprocity and get Mr. Longe in touch with Massachusetts sentiment. Uncle ISAAC can also relieve the isolation of Mr. LA FOLLETTE. The spectacle of Mr. LA FOLLETTE and Mr. SPOONER not speaking as they passed by and the cold blooded baying of the junior Senator by uppish Senators were painful to students of greatness.

Senator FORAKER deserves the thanks of at least some of his opponents. He is bringing national notoriety to several patriots who hitherto have been unknown to fame outside their home State.

I find that usually the machine gets behind the man who has behind him the 90 per cent. of his party that does not particularly care whether the machine is comfortable or not. —Ex-SpeakerCannon

And then the politicians modestly announce that they are the heaven sent

The Burlington Magazine for May.

leaders of public opinion."

In the May number of the Burlington Magazine E. Alfred Jones describes Mostyn Hall, in north Wales, and its remarkable collection of old silver. One interesting object is a small nine stringed silver harp, held in the family since the reign of Queen Elizabeth, and known o have been offered in 1568 as a challenge prize at the meeting of the national Eisteddfod at Caerwys. The architecture of the Piccadilly Hotel, designed by Norman Shawa R. A., is discussed in an editorial article.

Lawrence Weaver, F. S. A., concludes his

interesting series of papers on London's lead spires erected by Sir Christopher when and others. The "Modern Painter" discusses modern English art critically. There is an article on "Danish Painters of Denmark," and one on Eastern pottery by P. L. Hobson, which speaks of a Persian bowl recently acquired by the British Museum, early Eastern pottery, "rice grain" and Gambroon wares, and the success of the Japanese in Gambroon porcelain, which they call "firefly style."

The frontispiece is a fine photogravure of Chardin's famous picture "The Woman with a Frying Pan." A copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, carved in plasma of emerald, and a fifteenth century crucifixion by Konrat Witz of Basel are other illustrations.

Mrs. Eugenie Strong writes on the throne of "St. Maximian of Ravenna" and "The Sidamara Sarcophagi," specimens of which are in the collection of Sir Frederick Cook. The collections of works of art belonging to the Duke of Devonshire at Chatsworth are in Mrs. Strong's custody.

"Art in America" this month of May presents others. The "Modern Painter" discusses mod-

me Duke of Devonshire at Chatsworth are in Mrs. Strong's custody.

"Art in America" this month of May presents two photogravures of recently acquired old masters belonging to P. A. B. Widener's collection, the Hals "The Lady With a masters belonging to P. A. B. Widener's collection, the Hals "The Lady With a Rose," and a fifteenth century picture representing Bianca Maria Sforza, daughter of Lodovico il Moro, Duke of Milan, afterward wife of Emperor Maximilian, painted by Ambrogio de Prenis. Two reproductions of Cassone Fronts belonging to the Jarves collection at New Haven represent the voyage of Eneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

Americanizing the Spanish Heir. TO THE EDITOR OF THE SUN-Sir: Has it urred to any of THE SUN readers that the baby heir to the throne of Spain is an American? No? Well, he is if there is anything in logic. I am an American and have been for forty years. I was born in Spain during a visit to that country by my parents. My father was a Spanlard, my mother an Englishwoman. One of my grandparents was a German, one an Austrian, the other two French and Spanish. Still I am an American, and there are many more whose ancestry is as mised as mine. Indeed, there are mighty few Americans who have not a mixed ancestry, unless they are red or black The blood of the Prince of Asturias is of almost the same strains I have. He was born in Spain. Therefore, isn't he logically an American? BROOKLYN. May 18. AMERICAN.

Vienna's Look Ahead.

From the Poll Mall Gazette Statisticians declare that in 1950 Vienna will have a population of 4,000,000. The City Council, looking far ahead, are already considering how best to preserve for the coming generations a goodly sup-ply of open air spaces. It is proposed to surround the city with a broad girdle of forest lands and meadows, a somewhat ambitious project, which it estimated would cost 50,000,000 kronen, or mor

The Austrian capital is already unusually well furnished with public parks and gardens in the midst of the city, to say nothing of the magnificent expanse of the Prater, with its miles of avenues and walks stretching down to the main stream of

Town Without & Post Office

velltown, Kirkcudbrightshire, and wanting a stamp for a picture post card I inquired for the post office, but to my surprise I was informed the town had neither post nor telegraph office. Investigation revealed that the town had a population of more than \$,000 inhabitants, being also a burgh, with its provost, town council and balles. This unique town has to depend on Dumfries nearly three miles distant-for everything of

Etiquette for Diners Out TO THE EDITOR OF THE SUN-Sir: What is the by birth-tells me it is correct to thank a walter who serves a patron. Do I have to thank him and tip him too? It strikes me that a waiter who will take a tip wouldn't appreciate a thank you if it were offered. I know he wouldn't if thanks were all he got. Anyway, how is be polite and pay in addition? Anyway, how is it? Does one have to

American Patents.

E NEW YORK, May 18.

More patents were applied for and more patents issued and reissued by the United States Government in 1906 than in any other year in its history imber of applications was 56,482 and of pas ents \$1.965. In only one year (1861) since 1880 has our patent office failed to have a surplus of receipts over ex-penses. It is a money maker for the Government, The surplus for 1906 was \$286.080.

Mysteries of Politics.

TO THE EDITOR OF THE SUN-Sir: If Mr. Dal-on was so badly ireated by Mr. Ahearn, why did he stay? Was it oulte fair to the city to take a DES'S SELETY for doing the work of an office boy?

BROOKLIN May 18. BROOKLIN DEMOCRAT:

Accounted For.

Knicker-Carnegie says that millionaires rarely Booker-Evidently they never look in the glass.

FAIR TREATMENT OF RAILWAYS. An Effective Presentation of the True Principle of Community of Interest

Every intelligently managed railway is

constantly striving to increase its service

From the recent address at Passident W. W. Finley of the Southern Railway at Anderson, S. C.

to the public, for it is only by so doing that its revenues can be increased. You are business men, and no one can better understand the difficulties that the railways of this section are called upon to overcome in their efforts to increase their service, or better appreciate the efforts that are being made to overcome them. You know that within the last few years railway operating expenses, representing the cost of the production of transportation, which is the only commodity the railway has to sell, have increased enormously. You know that practically everything that a railway must buy for use in construction and operation has greatly advanced in price, and that the wages of labor of all kinds have increased very largely. When the cost of manufacture of any commodity which the commercial traveller is engaged in selling increases, and when there is at the same time an active demand for all of that commodity that can be produced, the manufacturer advances his price. You must then advance the price to the retailer, and he must advance it to the consumer. In other words, if the production and sale of transportation could be carried on subject to the operation of the law of supply and demand as completely as can the manufacture of cotton goods or of clothing, present conditions are such as would justify very material advance in the selling price of transportation. But the price has not advanced. On the contrary, notwithstanding the great increase in the cost of railway operation and the urgent necessity for the expansion and improvement of railway facilities, the tendency has been downward, and it is proposed in some of the States to put in force legislation arbitrarily reducing still further the price at which transportation can be sold and imposing penalties for failure to perform services beyond the ability of the roads.

There can be but one result of the enforcement of this policy by the States. It must inevitably tend to cripple the roads and retard improvements of service, even if it does not make impossible the maintenance of the present standard of service.

Every farmer, every manufacturer, every merchant, every banker, every landlord, every professional man, and without question every commercial traveller, doing business in the Southern States is personally and vitally interested in preserving and increasing the prosperity of the railways of this section. Each individual in each of these classes is for two reasons interested in railway prosperity. There is no person of any class who is not interested, either directly or indirectly, in efficient transportation. Even if he is not a frequent traveller or a large shipper, his business is dependent on the prosperity of those who are. Each one in each of these classes is also interested in the railways being able to maintain a high rate of expenditure in the Southern communities. The railways of the South are now expending in operation and construction more than \$200,000,-000 a year for Southern labor. Southern fuel and Southern materials and supplies. Reduction of earning power and destruction of credit can have but one effect upon these expenditures. It will certainly prevent their being increased as rapidly as will be necessary if the transportation needs of the South are to be met, and if carried far it

must result in their being scaled down. On June 80, 1905, the date of the last official figures, there were 186,983 railway employees n the States east of the Mississippi and south of the Ohio and Potomac, and their aggregate pay was at the rate of \$100.141.548 a year. In the same year the total operating expenses of the roads in this territory amounted to \$177,907,098 Practically every dollar spent in wages and a very large proportion of all the other operating expenses were expended in the South. Expenditures for capitalized extensions and betterments in that year increased this total by tens of millions. Later statistics would show still larger totals. For instance, the wage expenditures of the Southern Railway in 1906 were \$2,874.71 a mile of road, an increase of \$361.07 a mile over the year for which the above statistics are given, and for the cur-

rent year they will be still larger. The Southern farmer is interested in this vast expenditure Every increase in railway wages such as has taken place in the last year, every increase in the number of railway employees, and every increase in expenditures for maintenance and betterments, increases the purchasing power of the great army of those directly and indirectly interested in railway expenditures. and every reduction decreases their pur chasing power and their consumption of farm products. As I said on a previous occasion, full dinner pails and plenty of them mean full pocketbooks for the farmers. In the same way they mean full tills for the merchants, full order books for the commercial traveller, and greater prosperity for all. Any reduction in these expendi tures would injure each farmer and each merchant far more than he would be benefited by any possible reduction in transportation charges.

No class of men are more quick to recognize the causes that make fluctuations in their sales than are commercial travellers. and it is not necessary for me to point out to you the effect upon your business of any material reduction in railway wage payments or of the stoppage in any locality of railway improvements. There is not a line of trade represented here to-night the sales of which would not be injuriously affected if by reason of adverse legislation the power of the railways to maintain their present expenditures should be crippled There is not a line represented here that has not been benefited by the increase in railway expenditures in the last few years and that would not be still further benefited by further increases. You are interested in maintaining the credit and financial resources of the railways of this section at the highest possible level, not only because you are interested in securing better and eafer passenger service and more prompt and more efficient freight service, but be cause you are also interested in the main tenance of the purchasing power of each element of the population at the highest possible level.

I believe that when the Southern people thoroughly understand the situation and fully realize the complete identity of their interests with those of the railways of this there will be little reason to fear unwise legislative action. No intelligent railroad man wants to charge a higher rate than is reasonable. If he made such charge the business would not permanently prosper and the carrier in the end would suffer That Southern legislators can be depended upon to deal fairly and justly with the transportation interests of the South, upon the efficiency of which the success of all Southern business enterprises depends, has been illustrated by the action of the Legislature of this State of South Carolina in declining to enact laws that would tend to retard railway development and improvement in this State The Legislature of Tennessee was equally wise and conservative. The conservative course of the Legislatures of South Carolina and Tennessee will be beneficial to the people of those States, not only by tending to encourage railway development within their borders, but by encouraging investments of all kinds. Every business man knows that capital invariably flows into localities and enterprises in which it is safest. The best advertisement, therefore, that any State can have is the widespread knowledge of the fact that its lawmakers can be depended upon not to embark upon policies that would endanger investments, and I believe that the people of South Carolina and Tennessee will have no cause to regret the conservative spirit which animated their legislators during their recent sessions. Not all of the States have been so conservative as the two I have mentioned, and unfortunately there is danger that the evil effect of injurious legislation in other States may be felt beyond the borders of the States in which it is enacted.

A crucial point in the development of the

South has been reached. The commercial and industrial growth of any community is limited by the capacity of its transportation facilities. The transportation demands of the South have about reached the maximum capacity of the carriers. You will not be able to increase your business unless the capacity of the railway lines of this section is increased. There are only two ways by which the products of the South can be carried to market-by rail and by water. Each must supplement the other. Rail transportation must stop at the sea. Water transportation is not adequate for interior commerce nor by itself for coastwise or foreign commerce. No community would for a moment oppose the policy of improving its water transportation, yet it would be just as logical to do so as for it to array itself against the rallways and to favor policies that would impair and cripple them. Railway extension and improvement should be supported by public sentiment just as is the improvement of waterways. Otherwise it will be impossible for the railways to keep pace with the constantly growing demands for transportation. To keep pace with these demands in the South will require the expenditure of many millions of dollars in the immediate future. This money can be obtained only if the credit of the companies can be preserved. The credit of the railways and their ability to expand depend very largely upon the attitude toward them of the people of the States as expressed through their legislative representatives. If the transportation companies can be assured of fair and just treatment the confidence of investors in railway securities will be restored and it will be possible to obtain the funds needed for improvements and extensions. Unless the roads can have this assurance their policy of betterment and improvement must be hampered, if not destroyed.

The situation is one calling for the highest order of patriotism and for economically sound statesmanship. I am so firmly convinced of the complete identity of the interests of the public and of the railways that I do not believe any man can perform a duty of higher patriotism than by actively and earnestly assisting in bringing about fair treatment for the railways and in building up cordial relations and harmonious cooperation between the roads and

There has been a disposition in some quarters to regard a railway as different from any other kind of business institution, to look upon it as a concern to be subjected to repressive legislation of a nature that would be universally recognized as unjust and destructive if applied to any other kind of business. I am convinced that a better understanding of the proper relations between the public and the railways is being brought about, and that it is now more generally realized that the railways of same time crippling every business enterprise in that section.

The carriers of the South are engaged in a great and useful work. By furnishing a way to market they are stimulating the industry and encouraging the productive capacity of the people. The people cannot continue to produce more than they can get transported to the markets of the world. To set a limit upon the capacity of the carriers is to set a limit upon the energy and productive capacity of the people whom they serve. No two interests were ever more interdependent or more identical. should stand shoulder to shoulder in the great battle for industrial supremacy, where section against section and country against country contend; for it must be recognized as an immutable truth that no section can be industrially supreme which cripples its carriers and has inferior wave to market. The section with a narrow and a hurtful policy toward its railways must abandon hope of commercial supremacy. I believe that the statesmanship of the South will realize the soundness of these principles and by a broad and enlightened policy of protection to just rights will ustify the expectation that here among our own people and in Southern sentiment will be found the bulwark of conservatism in America.

From the Topeka State Journal.
Out in Grant county the first jury trial in ten cars was held last week and this trial was over trifling damage suit that had no business in court. time but there was not even a civil dispute that required the services of a jury. The people of Grant county have little use for a court.

The prohibitory law has always been enforced n nearly all of the shortgrass countles. them have jalls, and the few jalls there are in west rn Kansas rarely have an inmate from one year's

Is the Bald Eagle a Game Bird?

Wilkesbarre correspondence Philadelphia Press. Upon the question whether a baid eagle is a de ructive bird hinges the gulit or innocence of A.

Dimmick, a well known man of this city, who s accused of violation of the game laws in woundng and capturing the bird.

Dimmick, who caught the bird after shooting and wounding it some days ago, was arrested to day by Game Warden Shoemaker. A hearing will be held next week. His attorneys claim the destructive and that the game law permits it to

Why the Show Failed.

From the Leastille Light.

Do you know why that show at the opera house ild not have any crowd to speak off Well, the uggler got full yesterday afternoon and went around ciling people he was going to juggle five cans o dynamite at the evening performan

> What Makes the World Go 'Round We have listened with attention Unto each expounded view.
> While the preacher in his sermon Told us what we ought to do. We have turned an ear respectful

the college graduate While he gave us rules and methods For the government of State. To the Presidential message We have given watchful heed

For our daily life and need. Yet the reason we are moving Toward a fairer, better dawn that Jones and Brown and Smith Just arrange to mosey on.

MCLANDSVICE WILSON

While he issued his instru

CHRISTIAN SCIENCE REALING.

A Protest Against Perversion of Dr. Orler's

Remarks About Pneumonia. TO THE EDITOR OF THE SUN-Sir: Christian Scientists ever going to call a halt on their interpretations? Because Mother Eddy has interpreted the Scriptures as best serves her purpose, does that give every professor of her faith warrant to do likewise

with regard to standard medical works?

Dr. Osler's much quoted passage has been ised as an argument against legitimate medicine ever since it was written in 1892. He said that "pneumonia can neither be abated nor cut short by any means at our command. This can mean only one thing: that pneumonia cannot be stopped, cut shore, at any stage of the disease until it has run a certain number of days. He does not say that it cannot be influenced for better or for worse. He also says that there is no specific treatment for pneumonia. All physicians mean by a specific remedy which acts specifically on a known disease, curing that disease in a definite way in every case where it is administered at a proper time and in a proper manner. Examples of this action are antitoxins in diphtheria and quinine in malaria. There are many diseases for which there are no specifics, yet lives are saved by treatment which tides the patient over a critical period until the disease has run its course. As Dr. Osler himself says (almost on the same page in speaking of heart failure in pneumonia; "Now the Tesources and judgment of the physician are taxed to the utmost"; and he goes on to give four full pages to the treatment of pneumonia. In a letter to The Serva Christian Scientist, O. V. Strickler, takes care not to quote any of this except the three scattered sentences, which he puts into one paragraph. He then concludes that 'doctors themselves admit that the administration of drugs could not possibly have helped his [McBride's] wife and would certainly have proved injurious." It is my personal experience and that of every observing physician that many lives are saved by the proper treatment at critical periods of many diseases as well as pneumonia.

Not long ago I was kurriedly summoned from my bed to the daughter of a reader of a Christian Science church in this city. She had sustained an injury through an accident. Had I been a Christian Scientist I could have turned over and gone to sleep with the delightful feeling that absent treatment would be efficacious. However, I went and dressed the wounds according to Osler's teachings. Later I inquired of another Christian Scientist Via I inquired of another Christia diphtheria and quinine in malaria. There are many diseases for which there are no

A SCIENTIFIC (and I hope) CHRISTIAN PEY-NEW YORK, May 17.

When the Christian Scientist Calls in a Physician.

TO THE EDITOR OF THE SUN-Sir: A Chrisian Scientist in a letter to THE SUN complains of the Coroner's jury censuring everybody connected with the fatal Christian ence pneumonia case, and in justification of Christian Science treatment of pneumonia he quotes Dr. William Osler as saying that promiscuous drugging in pneumonia more often damages than helps. Of course "promiscuous drugging" does not cure pneumonia

nor any other disease.

Pneumonia, heart weakness, cyanosis, orthopnαa, increased blood pressure of the right side of the heart, advnamia, dyspnoa,

orthopnœa, increased blood pressure of the right side of the heart, adynamia, dyspnœa, delirium, insomnia, &c., of which Christian Science healers are ignorant, require methods understood only by physicians. Treatment of a real disease like pheumonia requires skill and training. How can Christian Scientists without four years in a medical college and State board examinations in medicine and surgery combat pneumonia or any other real disease?

Christian Science takes advantage of the medical code, which seals the mouths of physicians. When Christian Scientists have any real disease they call in the physician, who never tells. The healers thought nothing much was the matter in the pneumonia case, called in no physician, and but for the arrest of the victim's sister there probably would have been no inquest by the Coroner.

Witch doctors, travelling healers and pseudo popes have as low mortality among their customers as Christian Science, for in case of serious illness or approaching death they, like the circus bunco steerer, take the train and are here to-day and somewhere else to-morrow. In trouble Christian Sciencists stay and call physicians. Now that Christian Science has shown what it can do in pneumonia and has also demonstrated its "cure" in diphtheria, scarlet fever and axe wounds of the feet, pray let Christian Sciencists' healers into the pest house to try laying of hands on confluent smallpox.

Boston, May 17.

BOSTON'S TENT MAN BOSTON, May 17.

A NOSTRUM, NOT AN ISSUE.

Concerning the Initiative and Referendum From the Louisville Courier-Journal. The new scheme of initiative and referendum reads strange and looks foreign. It wears too much the air of a plan to change existing orders, and therefore appears as a radical innovation at a time when the are extremely tired of sensations and would fain return to the safe moorings of the written law-at least until we can determine just where we are at-and therefore "back to the Constitution" should have for Democrate, and thinking Republicans without whose votes we cannot carry the country, a music

all its own. From an article by M. W. Hazeltine in the

North American Review Mr. Lowell, who thinks that the referendum has, on the whole, been a benefit to Switzerland, in the sense that it has produced the tranquillizing effect for which it was estabished, concedes that as much cannot be said for the initiative. He does not believe that this device will play any great part among the institutions of the future. Certainly it has not yet developed much efficiency in Switzerland. It is applicable only to questions which the representatives of the people, themselves quite sensitive to public opinion, refuse to pass, and when used in the form completed draft it leaves no room for debate or for compromise and mutual concessions. The conception of the initiative may be bold, but those who have observed institution longest and studied it most carefully pronounce it unlikely to be of any

Great Britain Foud of Our Tobacco.

From the Washington Post.
Consul Daniel W. Williams of Cardiff. Wales, in answer to a Virginia correspondent relative to the

great use to mankind

"Great Britain is undoubledly the best market in the world for tobacco of every character. The consumption has increased 30 per cent. within the last fifteen years. "The use of tobacco is almost universal among

the males above the age of sixteen; laborers con sume large quantities of chewing tobacco, and the pipe is everywhere, from the palace of the noble-man to the hut of the costermonger. Cigars are most noticeable among the professional, moneyed and aristocratic classes. The cigarette is a special favorite of all classes, and snuff users are far from

Consul Williams points out further that there is little if any prejudice, still less a crusade, against tobacco by either Church or State, and attributes he great increase in consumption to the idea which has gained prevalence in England of late years that tobacco acts as a counterirritant to all the fallings and disagreeable features of the peculiar limate of the British Isles. The trade in tobacco he says, has passed from the small dealers into the hands of trusts, which control large numbers of

shops in the chief centres. In 1905 Great Britain imported from this country a total of \$14,061,400 worth of tobacco; from all other countries, \$4,051,700 worth, and last year she imported from this country \$18,714,600 worth and \$4,324,700 from other countries. Of the \$18,714,600 worth of American tobacco imported last year \$2,776,900 went for stemmed. \$9,667,500 for stemmed, \$6,048,600 for cigars and cigarettes, \$201,400 for Cavendish and negrohead (only \$48,100 worth from sill other countries) and \$20,200 for shuff and

special grades. Big Ben's Spring Rest.

From the London Times We are informed officially that the Commis cioners of His Majesty's Works and Public Buildings have given instructions for the mechanism of the great clock of the Houses of Parliament (Big Ben to be overhauled. For about a week the hours only will be struck, and for a further week the quarter chimes only. During a few days in the Whitsuntide recess the correct time will cease to